

CHINA



MAIL.

Established February, 1845.

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號四月九年八十七百八千一英

HONGKONG, WEDNESDAY, SEPTEMBER 4, 1878.

日八初月八年寅戊

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOSCH, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. BAKER DRAGON & CO., 180 & 184, Leadenhall Street, PARIS AND EUROPE:—LEON DE ROSNY, 18, Rue Monnaie, Paris, NEW YORK:—ANDREW WIND, 138, Nassau Street, AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOSCH, Melbourne and Sydney, SAN FRANCISCO and American Ports generally:—BLAY & BLACK, San Francisco, SINGAPORE AND STRAITS:—SAYLE & CO., Square, Singapore, C. HEINZEL & CO., Manila, CHINA:—MACAO, Messrs A. A. DE MELLO & Co. Swatow, CAMERON & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDER & Co. Shanghai, LANE, CRAWFORD & Co. and KELLY & WALKER, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,200,000 Dollars.

COURT OF DIRECTORS. Chairman—F. D. SARSON, Esq. Deputy Chairman—W. H. FORBES, Esq. E. B. BEILSON, Esq. ADAM LIND, Esq. H. L. DALY, Esq. WILHELM REINHOLD, Esq. H. ROSE, Esq. W. S. YOUNG, Esq. Hon. W. KEWICK.

CHIEF MANAGER. Hongkong, THOMAS JACKSON, Esq. MANAGER. Shanghai, EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED. ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—For 3 months, 3 per cent. per annum. " 6 " 4 " " " " " 12 " 5 " " " " "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, August 16, 1878.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES of Interest allowed on Deposits. "At 3 months' notice 3 1/2 per annum. " 6 " " 4 " " " " 12 " " 5 " " " " " " D. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, July 1, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000. RESERVE FUND, £180,000.

THE BANK OF ENGLAND.

THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

RATES of Interest ALLOWED on DEPOSITS. ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS. For 3 months, 3 per cent. per annum. " 6 " 4 " " " " 12 " 5 " " " " "

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

(Incorporated by Royal Charter.) CAPITAL, £750,000. RESERVE FUND, £151,860.10.

THE BANK OF ENGLAND.

THE LONDON JOINT STOCK BANK.

RATES of Interest allowed on Fixed Deposits. For 3 months, 2 per cent. per annum. " 6 " 3 " " " " 12 " 4 " " " " "

Besides conducting general Exchange Business, the Bank discounts local bills, payable in Hongkong, and makes advances on approved Banking Securities. Present Rate of Discount for approved short sight acceptances, 5 per cent. Rates for Advances, according to terms required, may be ascertained on application. H. E. NELSON, Manager. Hongkong, August 1, 1878.

For Sale.

RECENTLY ARRIVED.

FOR SALE.

TEYSSONNEAU'S FINE FRENCH STRAWBERRIES.

TEYSSONNEAU'S ASSORTED FRUITS. French JAMS and JELLIES. MACASSAR RED FISH. Very Fine "O. K." BOURBON WHISKY.

FINEST CHERBOURG BUTTER, in BOTTLES of ONE POUND. BUSCK & Co.'s SELECTED DANISH BUTTER, Season 1878, in Tins of 1 lb., 2 lbs., and 4 lbs.

ENGLISH and AMERICAN HOUSEHOLD STORES. EXTRA FINE CHICAGO BACON and HAMS.

MACREL and SALMON BELLIES, in Kits. COD FISH, &c., &c.

HOTH'S BEST RUSSIAN ROPE, and FINE LINES, Assorted Sizes. FROST BROS' BEST ENGLISH WHITE LINES.

HENRY'S BEST GOVERNMENT NAVY CANVAS, Assorted Numbers. INDIA RUBBER SHEET PACKING and INSERTION, all Sizes.

TUCK'S PATENT PACKING. INDIA RUBBER SUCTION and DELIVERY HOSE. CANVAS HOSE and LEATHER BELTING.

AMERICAN ASH BOAT-OARS. ADMIRALTY TESTED CHAIN CABLES, and RIGGING CHAIN.

ANCHORS, from 25 lbs. up to 18 cwt. Each. PERFORATED ZINC SHEETS. TINMAN'S and PLUMBER'S SOLDER.

LEAD PIPE, and SHEET LEAD. FAIRBANK'S PLATFORM SCALES, from 400 lbs. to 2,500 lbs. MASSEY'S PATENT LOGS.

FLOUR SIEVES. INDIA RUBBER KNEE and HIP BOOTS, &c., &c.

LAMBERT, ATKINSON & CO.

Hongkong, August 21, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lb. Loaves). CUT LOAF SUGAR. CUBE SUGAR (Lyle's Patent). CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

Fine WHITE SUGAR, mark C. S. R. (in diamond) 4 1/2 lb. Medium WHITE SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

Fine YELLOW SUGAR, mark C. S. R. (in diamond) 4 1/2 lb. COFFEE SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

GOLDEN SYRUP, SYRUP, and MOLASSES. SPIRITS OF WINE and LAMP SPIRIT. RUM, 45°, 50°, O. P., and Naval.

ANIMAL CHARCOAL and DUST. AMMONIACAL LIQUOR, from Bones. BONE TAR (a preventive of white ants). ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers. Particulars and Prices on application to THE MANAGERS, CHINA SUGAR REFINING Co., LIMITED, East Point, Hongkong.

March 5, 1878.

FOR SALE.

THE GENUINE APOLLINARIS WATER. In Cases of 60 large Stone Bottles, 80 per Case.

In Cases of 60 small Stone Bottles, 60 per Case. Ex Steamship "Alicia."

TIVOLI BEER. In Cases of 8 dozen White Pint Bottles, \$15 per Case.

WIELER & Co. Hongkong, August 6, 1878.

FOR SALE.

THE Steam Launch "KATE," at present lying in this Harbour; carries about 12 Persons in Cabin; consumes 4 cwt. Coal per 24 hours.

The Steam Launch "FLORA MACDONALD," at present engaged as a Tug at Tientsin; carries 60 to 85 tons Cargo; when not towing steams 7 knots; and consumes 24 tons Coal per 24 hours; Bunker Capacity 15 tons.

Apply to LINSTEAD & Co. Hongkong, September 3, 1878.

FOR SALE.

COKE and TAR in Quantities to suit Purchasers, at CHEAP RATES. Apply to GAS COMPANY, West Point, Hongkong, June 10, 1878.

Intimations.

LANE, CRAWFORD & Co. beg to notify that they have made such Arrangements in connection with their TAILORING DEPARTMENT, that they are now able to Guarantee the PROMPT Execution of Orders.

The Following GOODS Suitable for the present Season have just been received, from which an early Selection is requested.

THIN BLACK SUPERFINE, for Dress Suits. FANCY BLACK and BLUE CASHMERE, MELTONS, &c., for Morning Suits.

HOME SPUN, FINEST, BEAVER, &c., for Ulsters. SUPERFINE BEAVER, &c., for Light Overcoats.

HOME SPUN TWEEDS and ANGOLA, for Suits and Trowersings. EXTRA THIN TWEEDS and ANGOLA, for Summer Suits and Trowersings.

BLACK, BLUE, and COLOURED SERGES, for Suits. CORDS, STOCKINETTES and CASSIMERES, for Riding Trowers.

UNIFORMS, LACE, BUTTONS, &c., for H. B. M. Navy and U. S. Navy.

BULLOCK LADE'S SPECIAL BLEND WHISKY. "S. B. H." The Finest OLD WHISKY ever imported.

IRISH CONFABULARY REVOLVERS. Extra Fine ISIGNY BUTTER. CHARGED and SPONGE FILTERS.

SILBER LAMPS for Kerosine, in large assortment. LAWN TENNIS SETS. LADIES' GARDEN TOOLS.

VEGETABLE and FLOWER SEEDS. COPE'S GOLDEN CLOUD TOBACCO. Very Fine FRESH APPLES, for Box or per Dozen.

BASS'S DRAUGHT ALE. LANE, CRAWFORD & Co. Hongkong, September 3, 1878.

G. FALCONER & Co.

WATCH and CHRONOMETER MANUFACTURERS, and JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS. 40, Queen's Road Central. Hongkong, August 20, 1878.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1877.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contribution may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRE, Secretary. Hongkong, August 1, 1878.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1877.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of TWENTY PER CENT. (20%) of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers. Hongkong, August 1, 1878.

NOTICE.

THE CITY HALL LIBRARY and MUSEUM will be CLOSED to the Public from the 2nd to the 30th SEPTEMBER next. Residents wishing to refer to Books in the Library during that period can do so by Application to the Secretary.

By Order, H. L. DENNIS, Secretary. Hongkong, August 20, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

ON and after 1st SEPTEMBER, RETAIL SALES of the Company's Manufactures will be RESUMED at the REFINERY, East Point.

August 28, 1878.

LOST.

A WHITE FOX TERRIER SLUT, with Brown upright Ears, answers to the Name of "ROSE." The Finder, on Returning the Animal to the Undersigned, will be substantially REWARDED.

ALEXANDER LEVY, At Messrs LANDSTEIN & Co. Hongkong, August 30, 1878.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED on STORAGE at Cheap Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co., Proprietors. Hongkong, August 23, 1878.

Shipping.

Steamers.

MONTHLY SERVICE.

FOR COOKTOWN, SYDNEY AND MELBOURNE, CALLING AT PORT DARWIN.

If sufficient Inducement offers, and taking Cargo and Passengers for all Australasian and New Zealand Ports, TASMANIA and FIJI.

The Australasian Steam Navigation Co.'s Chartered Steamship "MECCA."

A. McF. MORRIS, Commander, will be despatched as above on THURSDAY, the 5th Proximo, at Noon.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents, A. S. N. Co. Hongkong, August 23, 1878.

FOR YOKOHAMA & HIOGO.

The Steamship "GLENFINLAS," Captain WILCOX, will be despatched for the above Ports on THURSDAY, the 5th Inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, September 2, 1878.

FOR SWATOW, AMOY & FOOCOW.

The Steamship "KWANGTUNG," Capt. FUSCHARD, will be despatched for the above Ports on THURSDAY, the 5th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co. Hongkong, September 2, 1878.

FOR HOIHOW.

The Steamship "ALBANY," Capt. F. ASHTON, will be despatched for the above Port on THURSDAY, the 5th Instant, at 2 p.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co. Hongkong, September 2, 1878.

FOR SINGAPORE, BRISBANE, SYDNEY & MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.) The Eastern and Australian Mail Co.'s Steamer "MENMUIR," Captain DARKE, will be despatched as above on FRIDAY, the 6th September, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, August 27, 1878.

FOR LONDON AND HAMBURG.

The Steamship "HESPERIA," PAULSEN, Master, will be despatched on or about the 15th September.

For Freight or Passage, apply to SIEMSEN & Co., Agents. Hongkong, August 20, 1878.

FOR LONDON.

The Steamship "MIKADO," Captain BARCLAY, expected here on the 2nd Proximo, and having the greater portion of her Cargo engaged, will have immediate despatch as above.

The Mikado has Good Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, August 26, 1878.

FOR LONDON.

The Steamship "STRATHLEVEN," Captain PEARSON, will be despatched as above on or about the 15th September.

The Strathleven has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to DAVIS & Co., Agents. Hongkong, August 23, 1878.

Sailing Vessels.

FOR MELBOURNE & SYDNEY.

The 41 British Barque "CHARLOTTE ANDREW'S," Captain PACE, will load here, and have a quick despatch as above.

For Freight, apply to ROZARIO & Co. Hongkong, July 18, 1878.

FOR NEW YORK.

The 41 British Barque "ATHENE," Captain FINDLAY, Master, having the greater portion of her Cargo engaged, will load at this for the above Port, and have quick despatch.

For Freight, apply to OLYPHANT & Co. Hongkong, August 13, 1878.

FOR SAN FRANCISCO.

The 41 Ship "SIR CHARLES NAPIER," FRENCH, Master, will load here for the above Port, and will have immediate despatch.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co., Agents. Hongkong, June 17, 1878.

FOR HAMBURG.

The 3/4 British American Bark "DIRIGO," STABLES, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, July 30, 1878.

FOR SAN FRANCISCO.

The 41 Ship "SIR CHARLES NAPIER," FRENCH, Master, will load here for the above Port, and will have immediate despatch.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co., Agents. Hongkong, June 17, 1878.

Shipping.

Sailing Vessels.

FOR LONDON. The 3/4 British Ship "BETIE BIGLOW," FERGUSON, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co. Hongkong, August 12, 1878.

FOR PORTLAND.

The 41 American Ship "JOSEPHUS," BEARDS, Master, will load here for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, September 2, 1878.

FOR NEW YORK.

The 41 American Ship "SUMNER R. MEAD," DIXON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, August 21, 1878.

FOR SAN FRANCISCO.

The 41 American Ship "JOSEPHUS," ROBERTS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, July 22, 1878.

FOR CALLAO.

The 41 British Ship "ARABIA," KLAERFORTH, Master, will load here for the above Port, and will have immediate despatch.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co. Hongkong, August 28, 1878.

FOR NEW YORK.

The 41 American Bark "LOTTIE MOORE," HUDSON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 19, 1878.

FOR NEW YORK.

The 41 American Bark "ALBERT RUSSELL," CARVER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 9, 1878.

FOR HONOLULU.

The 41 French Bark "MADLEINE," PATEAU, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 6, 1878.

FOR LONDON.

The 41 British Bark "MOSS GLEN," CARSON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 9, 1878.

FOR LONDON.

The 41 French Bark "MADLEINE," PATEAU, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 6, 1878.

FOR LONDON.

The 41 British Bark "MOSS GLEN," CARSON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 9, 1878.

FOR LONDON.

The 41 French Bark "MADLEINE," PATEAU, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 6, 1878.

FOR LONDON.

The 41 British Bark "MOSS GLEN," CARSON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 9, 1878.

FOR LONDON.

The 41 French Bark "MADLEINE," PATEAU, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 6, 1878.

FOR LONDON.

The 41 British Bark "MOSS GLEN," CARSON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 9, 1878.

FOR LONDON.

The 41 French Bark "MADLEINE," PATEAU, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 6

NOTICES TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE S. S. *Glenfinlas* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—being landed at their risk into the Godowns of the Underigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 o'clock To-day.

Cargo remaining undelivered after the 9th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Hongkong, September 2, 1878. 269

FROM CALCUTTA, PENANG AND SINGAPORE.

THE British S. S. *Japan*, Captain H. PARKER, having arrived from the above Ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, September 2, 1878. 269

FROM CALCUTTA.

THE British S. S. *Paladin*, Master Geo. PARKER, having arrived, Consignees of Cargo by her are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense without further notice.

N. MODY & Co., Charterers' Agents.

Hongkong, September 2, 1878. 269

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship *Belgic*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY, Agent.

Hongkong, August 30, 1878. 269

FROM LONDON VIA SUEZ AND SINGAPORE.

THE S. S. *Commonwealth* having arrived from the above Ports, Consignees of Cargo are informed that their Goods—being landed at their risk into the Godowns of the Underigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day, the 31st Instant.

Cargo remaining undelivered after the 31st Proximo will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MEYER & Co., Agents.

Hongkong, August 31, 1878.

BRITISH BARK DARTMOUTH, FROM LONDON.

THE above-named Vessel having arrived, Consignees of Cargo by her are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

VOGEL, HAGEDORN & Co., Agents.

Hongkong, August 7, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. *SINDH*.

NOTICE.

CONSIGNEES of Cargo per S. S. *Gange*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 2nd Inst., at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned.

Goods remaining unclaimed after SATURDAY, the 7th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DE POEY, Agent.

Hongkong, September 3, 1878. 269

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DE POEY, Agent.

Ex "Amazona,"

TH 1844, Mr. L. Thervin, from

1 case ink, Marcellin,

Hongkong, July 27, 1878.

Entertainment.

THEATRE ROYAL.

CITY HALL, HONGKONG.

SATURDAY EVENING,

September 7th, 1878.

THE ROYAL ENGLISH OPERA

AND

OPERA BOUFFE COMPANY.

(SATURDAY), the 7th Inst.,

B. A. L. F. E. S. O. P. E. R. A.

OR

"SATANELLA"

OR

THE POWER OF LOVE.

For Particulars see further Advertisement.

Hongkong, September 3, 1878.

Intimations.

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE

UNITED STATES.

HENRY B. HYDE, President.

J. W. ALEXANDER, Vice-President.

SAMUEL BOBROW, Secretary.

A. A. HAYES, Jr., General Manager, for

China and Japan.

PRINCIPAL OFFICE,

120, BROADWAY, NEW YORK.

Assets.....\$31,700,000

Surplus.....\$ 5,500,000

THE Underigned having been appointed

Agents in Hongkong, China, for the

above Company, are prepared to Accept

Risks at greatly reduced rates and upon

terms very favourable to the assured.

For full information and particulars,

apply to

OLYPHANT & Co.,

Agents.

Hongkong, January 21, 1878.

NOTICE.

LESSEES of Lots on the British Settlement of Shameson, Canton, are hereby requested to pay the amounts due on their several Lots as Annual Ground Rent into H. M. Consulate on or before the 4th September, 1878.

All Lots on which Ground Rent has not been paid on the 4th September next will be liable to be re-entered upon by H. M.'s Government.

H. F. RANCE, H. M. Consul.

H. M. Consulate,

Canton, August 21, 1878. 269

MURRAY & LANMAN'S

FLORIDA WATER.

CAUTION.

H. F. RANCE, H. M. Consul.

H. M. Consulate,

Canton, August 21, 1878. 269

MURRAY & LANMAN'S

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FLORIDA WATER.

CAUTION.

H. F. RANCE, H. M. Consul.

H. M. Consulate,

Canton, August 21, 1878. 269

MURRAY & LANMAN'S

FLORIDA WATER.

CAUTION.

H. F. RANCE, H. M. Consul.

H. M. Consulate,

To-day.

HONGKONG VOLUNTEERS.

ORDERLY ROOM, 3rd September, 1878.

UNLESS otherwise ordered, there will be but ONE PARADE A WEEK on the VOLUNTEER PARADE GROUND, viz, WEDNESDAYS, at 5.30 p.m., when all Members are requested to attend.

The Detachments now at Gun Drill to attend on THURSDAYS ONLY.

The Breech Loading Gun Drill Detachments to attend on TUESDAYS.

Members desirous of attending the usual Evening Drills for instruction can do so.

(Signed) A. COXON, Captain-Commandant H. K. V.

S. S. STRATHMORE, FROM LONDON, &c.,

S. S. GALATEA, AND S. S. NORDEN, FROM HAMBURG, &c.

ALL CLAIMS against these Steamers must be sent in before Noon TO-MORROW, the 5th Instant, otherwise they will not be recognised.

WM. PUSTAU & Co., Agents.

Hongkong, September 4, 1878. 269

BOTTOMRY.

WANTED: about DOLLARS FIVE

THOUSAND on BOTTOMRY on

the HULL, SPARS, &c., of the British

Ship "SIR CHARLES NAPIER" for

the Voyage hence to SAN FRANCISCO.

TENDERS to be sent in to the Underigned on or before FRIDAY Next, at 11 a.m.

The Captain does not bind himself to accept the lowest or any Tender.

VOGEL, HAGEDORN & Co., Agents.

British Ship "Sir Charles Napier,"

Hongkong, September 4, 1878. 269

PUBLIC AUCTION.

THE Underigned have received in

structions from the Owners, to sell

by Public Auction, on

WEDNESDAY,

the 11th September, 1878, at Twelve

12 o'clock Noon,—

The German Brig "FRÖHLICH,"

860 Tons Register, Carrying Capacity

about 8,200 Piculs.

As she lies in the Harbor of Swatow, with MASTS, SAILS, and Everything Complete.

The Vessel was Built in Calmar, Sweden, in 1854, and Coppered in Swatow, February 1875.

For any further Particulars and Terms of Sale, apply to the Underigned.

CAMPBELL & Co.

Swatow, September 3, 1878. 269

SHIPPING.

ARRIVALS.

Sept. 3, 6 p.m., *Amoy*, British steamer,

814, J. Peters, Shanghai Aug. 31, 2 a.m.,

General.—SINCESTER & Co.

Sept. 3, *Hotspar*, British barque, 692,

Shaw, Bangkok Aug. 5, Rice.—ROZARIO & Co.

Sept. 3, *Sophie*, German barque, from

Whampoa.

Sept. 4, *Yungking*, Chinese steamer, from

Canton.

Sept. 4, *Kashgar*, British steamer, 1515,

E. T. Baker, Shanghai Sept. 1, Malls and

General.—F. & O. S. N. Co.

Sept. 4, *Rajasthanwar*, British steamer,

935, G. T. Hopkins, Bangkok Aug. 29,

General.—YUN FAY HONG.

Sept. 4, *Aristide*, French barque, 899,

Labaye, Quinhon Aug. 27, Salt.—CARLO-

WITZ & Co.

Sept. 4, *Golden Spur*, British ship, 656,

S. E. Farrell, Toulon Aug. 29, General.—

MEYER & Co.

Sept. 4, *Namoa*, British steamer, 863,Geo. Westoby, Foochow Sept. 1, *Amoy* 2,

and Swatow 3, General.—DOUGLAS LA-

FRAIR & Co.

Sept. 4, H. M. S. *Hart*, from Canton.Sept. 4, *Olympia*, German steamer, 783,

F. Nagel, Swatow Sept. 3, General.—

KWOK ACHONG.

Sept. 4, *Li Chi*, Chinese R.C., from a

cruise.

Sept. 4, *Madagascar*, German steamer,

884, J. Thum, Bangkok Aug. 28, Rice.—

SINCESTER & Co.

Sept. 4, *Calcutta*, British steamer, 1271,

Rhodes, Calcutta Aug. 15, via Penang, and

Singapore 28, Opium and General.—JARDINE, MATHESON & Co.

DEPARTURES.

Sept. 4, *Amoy*, for Canton.4, *Carl*, for Chefoo.4, *McNair*, for Victoria.4, *Landseer*, for Vancouver's Island.4, *Thales*, for Manila.4, *Albyn's Isle*, for Quinhon.4, *Commonwealth*, for Yokohama.

CLEARED.

Franklin, for Quinhon.

May, for Wellington (N.Z.).

Marco Polo, for Tientsin.

Mankie 11, for Shanghai.

Glenfinlas, for Yokohama.

Kilmer, for Singapore.

Sept. 4, *Calcutta*, for Coast Ports.

Forward, for Chefoo.

Rapid, for Bangkok.

PASSENGERS.

ARRIVED.

Per *Kashgar*, from Shanghai: for Hong-

kong, Mr. Nissen, and 20 Chinese; for

Singapore, 1 Native.

Per *Namoa*, from Coast Ports, Miss

Whidden, Messrs Ebell and N. D. Eickel,

8 Europeans deck, and 180 Chinese.

Per *Olympia*, from Swatow, Capt. B. W.

Tucker, Messrs J. Rhodes, Th. Johansson,

133 Chinese, and one Malay.

Per *Amoy*, from Shanghai, 35 Chinese.Per *Rajasthanwar*, from Bangkok, 160

Chinese.

Per *Golden Spur*, from Toulon, 300 Chi-

nese.

Per *Madagascar*, from Bangkok, 64 Chi-

nese.

DEPARTED.

Per *Thales*, for Manila, Messrs A. L.

Barretto, L. F. Barretto, Humphries, and

F. T. Richards, and 40 Chinese.

TO DEPART.</

anything else to communicate by this opportunity, if it ever arrives, for business is so dull here that it is very doubtful when the "Raj" will get away. There is plenty of paddy in the country, but the natives are holding out for prices that, in the face of your low and falling market, leave a positive loss to the mill-owners even at a nominal freight. For instance, the *Dale's* cargo was sold at \$2.08 per picul here, or \$2.23 delivered at Hongkong, leaving 20 cents per picul for the steamer. At the time of the bargain, or rather 24 hours after, the steamer arrived from Singapore with telegrams from Hongkong that rice was quoted at \$2.10—a cheerful prospect for the charterer of the *Dale*. All the mills suspended operations at once, and have kept closed, until the agents of the "Raj" commenced again to buy paddy in order to keep the business of the steamer, even at a loss.

We hear that a robbery was committed on board the *S. S. Penedo* whilst on her passage from Japan. Some boxes of treasure were put on board to the order of one of the banks here, and the mate being very busy at the time only gave them a cursory examination, and ordered them to be put below. On arrival here it was found that one of the boxes had been neatly opened as if by a chisel and 1,010 gold yen extracted. It is of course difficult to say, under the circumstances, whether the robbery was effected before or after the box was put on board, or before or after the vessel left Japan. The matter, however, is under investigation, but meanwhile it is to be hoped it will serve as a warning to officers of vessels never to give a receipt for treasure or other valuable freight, without making a very close and careful examination of the packages.

Tan long-threatened and silly opposition to the erection of the Church Missionary Society's building on Woon-shih-shan, Foochow, has at last culminated in an act of the most wanton kind. Objections have hitherto been made against the erection of the new Church of England School at that portion of the city of Foochow, and as the *Foochow Herald* alleged, the hostility was winked at by at least one of the Mandarins. We are now informed, by advice from the *Namoa*, that the building was burnt down on the night of the 30th ult., between the hours of 8 and 9 o'clock, by the Foochow mob. The ridiculous ground on which the hostility has been conveniently based is that the Fung Shuey of the district was disturbed. The English Consul, with no less than fifteen mandarins, and followers, were unable to restrain the unruly mob—it would seem they had been far too late in their endeavours to do so, as the movement ought to have been stamped out weeks ago. Fortunately no lives were lost.

We are requested to publish the following letter from the master of the *Carisbrook*, in explanation of the delay of the mail received from that vessel to-day, via Swatow:

S. S. Carisbrook,
Swatow, 3rd Sept., 1878.
To the POSTMASTER GENERAL,
Hongkong.
Sir,—I have the honor to inform you that the enclosed packet of mails was put on board this vessel during my absence on shore, at Singapore, and by some mistake which I cannot find out, it was put into a drawer, instead of the usual letter box, and in consequence has been overcast. I beg to express my sincere regret for this error, and at the same time assure you that I will take such care in future, as will prevent the possibility of such a thing occurring again.
I am, Sir,
Your most obedient servant,
H. WHARTON,
Master, S. S. Carisbrook.

Hepox & Co.'s Weekly Shipping Report,
Pagoda Anchorage, 31st August, 1878.

Arrivals During the Week.—Aug. 24, Europe, from Shanghai; 24, Hiram Emery, from Hongkong; 25, Oceana, from Kobe; 26, Kwang Tung, from Hongkong; 26, Hasting, from Shanghai; 30, Namoa, from Hongkong; 30, Nassau, from Wanchow.

Departures During the Week.—Aug. 25, City of Baltimore, for London; 25, Nestor, for London; 25, Vesta, for Hongkong; 27, Mary Blair, for Melbourne; 28, Time, for London; 28, Kwang Tung, for Hongkong; 28, Europe, for Shanghai; 28, Oceana, for Amoy; 29, Nardoo, for Newchwang.

Shipping in Port.—Rosebud, Argentine, Lima, Wylo, Kishibarn, Cuba, Willie, Imbay, Christian, Mikado, Hiram Emery, Hasting, Namoa, Nassau.

The Acting Engineer-in-Chief of the Imperial Maritime Customs has issued the following notice to mariners, dated the 27th August last:

Shanghai District.—Wanchow.
1.—"Liamore Wreck" Light.—Notice is hereby given that the foundations of the "Liamore Wreck" Screw-pile Light have been removed, and the Wanchow Lightboat has been shifted 600 feet to the South of its former position, and to the previous position of the Lightboat.
2.—Wanchow Buoy.—The Wanchow Buoy (No. 29 in the Chinese List of "Lights, Buoys and Beacons" for 1878), painted Red and Black vertical stripes, has been shifted 600 feet to the East of its former position.
3.—Wanchow Lightboat.—This Light has been shifted 600 feet to the East.

White, between the Bepk of the Yangtze,

to the West of the Lighthouse, and S. 2° W. Green, between S. 2° W. and S. 59° 15' W. White, between S. 59° 15' W. and S. 72° 20' W. Red, between S. 72° 20' W. and the opposite Bank of the Wanchow River.

The Bearings are magnetic and taken from seaward.

Vessels of heavy draught will, at present, find the deepest water by passing from half a cable to the northward of the Lightboat, but the Outer Bar is subject to frequent changes.

Peking.

(From a Correspondent.)

We have had some unusually heavy falls of rain at the Capital, and the fallen walls and houses indicate the destructive power of the elements. In one night of heavy ceaseless rain, we noted 7½ of a rainfall. In the twenty-four hours it amounted altogether to 8½, the largest rainfall that has occurred here since the 6th or 8th year of Hien-feng.

The Crops are looking well, and a splendid harvest is secure. The wheat crop in ear and straw was not up to former years, but the later crops of millet could not be surpassed. The black caterpillars did a good deal of damage, but the Chinese plan of sewing different cereals in small strips, as it were, like mosaic, not only gives a beautiful and variegated aspect to the fields and country generally, but acts as a barrier against these destructive worms. They attacked patches here and there of the kute, but left the glutinous millet, the sorghum and Indian corn untouched.

Chung How is here, and starts very shortly for Russia as Chinese Minister. Questions connected with Central Asia—Kashgar—the newly conquered territory and the mutual boundaries are the burning questions.

The British Minister Sir T. F. Wade is expected here in November. He comes alone, without his family. Mr Fraser, the present Charge d'Affaires, will then return home. Mr Hart and family are expected back from Europe about the same time.

Typhus fever, which prevailed so extensively and fatally at least among Europeans, has altogether disappeared. Latterly it had assumed a much milder type.

August 21st.

Police Intelligence.

(Before C. V. Creagh Esq.)
September 4th, 1878.

OUTING AND WOUNDING.

CHUN AKWAI, a hawker, was charged on remand by Inspector Cradock, with cutting and wounding a man named Teo. The wounded man who was now out of Hospital gave evidence, and it appeared that a quarrel arose on account of his having interfered with defendant's brother, who was beating a boy. Defendant, who was deposed to show that the complainant had cut himself, was fined \$10 or 4 weeks' hard labour, and ordered to find security to be of good behaviour for two months and pay \$1 amends to the complainant.

RAILORS' ROBBERS.

Teo Afung and another, licensed chair coolies, were charged with attempting to steal money from the pocket of a seaman named Patterson belonging to the U. S. S. *Ranger*. Patterson was drunk in defendant's chair and was accompanied by two other men named Toppin and McCarthy. The case was remanded until the 7th instant, as the complainant was labouring under the effects of some maddening poison which rendered him quite helpless.

TO-DAY'S FINES.

Tsang Ayun, and another, quarrelling and creating a disturbance in the Central Market. Fined 10 cents each.

Ng Aung, a coolie, cutting away the embankment at Kennedy Road. Fined 20 cents.

To Li Kwong, and another, hawkers, creating a disturbance at Market Street. Fined 20 cents each.

An Yung, a barber, indecent bathing. Fined 25 cents.

Robert Patterson, seaman U. S. S. *Ranger*, drunk and inebriate. Fined 30 cents.

Chan Aho, and two others, allowing their dwellings to be in a filthy condition. Fined 30 cents each.

Samuel Kendrick, groom U. S. S. *Ranger* and Charles Kline, seaman British ship *Maritime Union*, drunk and inebriate. Fined 50 cents, and 20 cents respectively.

Chan Lin, a hawker, obstructing a public thoroughfare. Fined 50 cents.

Wan Lok, a barber, throwing fetid water into a drain, thus causing a nuisance. Fined 50 cents.

Tung Ayung, a fishmonger, selling fish in the Central Market without having a stall. Fined 50 cents.

Chan Akan, a comprador, creating a disturbance in Graham Street, making an indecent gesture to the arresting constable, and saying "What you look see, you son of a bitch." Fined \$1.

Chang Apley, a hawker, assaulting a policeman, and cutting his head whilst endeavouring to quell a street brawl. Fined \$5 and to find security in \$5 for future good behaviour.

Hung Awa, a coolie, hawking salt fish in the public streets contrary to the market ordinance, and being an acknowledged rogue and vagabond. Fined \$2.

Tang Akwan and two others, stealing guavas at Stone Cutter's Island and assaulting the police. Fined \$10 each.

China.

SHANGHAI.

(News.)

The tea clipper *Cutty Sark* arrived yesterday (Aug. 27th) from Hankow, in tow of the China Navigation Company's steamer *Shanghai*. She has been less fortunate than the *Wanchow* in obtaining cargo up the river, having, it was represented, less than 200 tons of tea on board for London, and to obtain this she has been lying in

Hankow between three and four months, besides having incurred the expense of towage, which is no inconsiderable item. From the experience of the present year, we should say it is very doubtful whether any sailing vessels will go to Hankow next year.

The mob of Griffins which arrived from the North, ex. s. *Chintung*, was offered for sale by public auction at the Horse Bazaar, last evening (Aug. 28th). They were an exceptionally good looking lot of ponies, and many found buyers at prices, ranging from Tls. 105; Tls. 120; Tls. 150, and Tls. 180; but the highest figure was obtained for lot No. 11, a very handsome Grey, which after some spirited bidding was knocked down at Tls. 360.

The *Alona* arrived yesterday (Aug. 29th) from Hankow. She reports that she grounded at 11 p.m. on the 18th off Collinson Island, and was towed off by the *Kiangnan*. After being surveyed, she will proceed on her passage to London.

The steward of the steamer *Wanchow* was drowned on Wednesday night. He was ashore and wished to take a sampan from the *Kin-yeen* Wharf to go on board his vessel. An altercation took place between him and the sampanman as to the number of cash he should pay, which resulted in his leaving the sampan. It is supposed he mistook his footing and fell from the Wharf into the river, and nothing further was seen or heard of him until his body was found yesterday morning (Aug. 29th).

We hear from Hankow that the China Merchants' Company's steamer *Kiangtung*, late *Honan*, was badly ashore about 100 miles below Ichang, and that it was expected the *Kiangtung* would be sent to tow her off.

According to an advertisement in another column, the Race Course will be open for training on Monday next. Judging from the spirited and numerous purchases of griffins recently made, there should be a good parade on the opening morning.

We hear from Wuhu that rain has fallen in that district for twenty-four hours, the effect being to bring the River Yangtze up again to within two inches of the highest point it reached during the recent floods, and the water is still rising. Up to the 26th instant, the river had been falling at the rate of two or three inches a day.

NINGPO.

Our correspondent, writing on Monday, says the city of Ningpo is still in an unpleasant state of commotion, and in a fair way of being overrun by a mob of rioters whom the authorities will find it difficult to put down. Great dissatisfaction has for some time prevailed in the districts around Ningpo in consequence of the vexatious nature of the *lekin* taxes, from which nothing apparently is exempt, and this dissatisfaction has recently found a vent in a small place named Si Wu, in the Fungwha district, where the people called the neighbouring villagers to their aid and resisted the levy of taxes they considered oppressive. The dispute was settled locally, but the people of the neighbouring districts, once aroused, were not to be quieted with a reform affecting one particular station, and came to Ningpo in large numbers to demand redress of their grievances. A collision that occurred between them and the soldiers, on Saturday last aggravated the discontent, and the dissatisfied villagers have now been joined by thousands of others, many of them recent arrivals from the districts, who deem this a fitting opportunity to reduce the authorities into a wholesale state of siege; not a shop is open, and so much sympathy is felt for the mob, that it is quite possible the soldiers will not attack the rioters should they proceed to acts of violence. Several tax stations have been burnt or pulled down, and many more are threatened, and the mob went so far on Sunday as to smash the Taotai's chair and handle him pretty roughly. There seems every prospect of a big row and considerable loss of life, but the rioters are not likely to trouble the peace of the Settlement.

Another correspondent, also writing on the 26th inst., says:—The disturbances are looking hourly more and more serious. Yesterday there were several fires burning at once, outside of the South, North and West gates. The Yu-yow men are coming down now, and things are making the Taotai "feel his oats." All arises from *lekin* taxation. The men say now, "Down with all the present lot of Mandarins," and intend to address petitions to the Fu-tai for a new lot. This looks like business, and according to Chinese law it can be done. I have not seen such a demonstration for 20 years as the one the Chinese are now making against the greed and rapacity of these Mandarins. They "gut" the Mandarins' stations, but spare the buildings. About 12,000 men have assembled outside of the South gate this morning, and 8,000 Yu-yow and San-poh men are expected down every moment. At 12 o'clock today, if the Taotai does not come to terms, there will be hot time.

At three o'clock this (Monday) afternoon, an order was given to bring up some gunboats, and the insurgents are becoming still more exasperated.—N. C. D. News.

TIENTSIN.

Aug. 26th.
Last week and the week before, we had some terrible rains, and the plain is almost flooded as the result, but no tanks have broken. Tuesday and Wednesday, we had our last deluge; it also turned very cool at the same time, and has been pleasant ever since. The great heat is now doubtless past, and our pleasant autumn weather is coming. Now is—of rather soon will be—the time to visit the North, if you have any such desire. From September 15th to October 15th, or even till November, is the pleasantest time of the year. Word from all directions is of the same import, good crops! What a mercy that we are not to have another year of famine. There will be very much suffering, of course. H. E. Dr. Elmore, Peruvian Minister, &c., &c., reached here last Friday. On Saturday the Viceroy visited him at the U. S. Consulate, where he stops. He goes on to Peking by boat to-morrow. He has heard nothing more of the Tientsin and Taku Railroad, but think it is not unlikely to take place.—N. C. D. News.

PEKING.

August 21st, 1878.
Though much time has elapsed since my last communication, nothing important has transpired in the Capital, &c. of serious importance as concerning the rest of the world. I see that you have noted the scourge of caterpillars which appeared about six weeks ago. The damage caused by these pests is not so great as we feared it would be. Where the people worked hard to capture the destroyers

of their grain, the crop of millet, which alone suited their taste, received but slight harm. Wherever the caterpillars were left to their own devices, the crop was wholly destroyed, but at such an early period that beans or buck-wheat could still be planted. The amount of rain which has fallen during this month must be beyond the average; nearly 9 inches fell in 24 hours, and flooded the streets to an unprecedented degree. We have also had many other wet days, so that the sun which has begun to shine at this moment, is rather a stranger to us, and will revive the hopes of the husbandman, for the grain is beginning to sprout in the ear. Since I last wrote there has been a monetary panic in this city. For the last year silver has been gradually rising in value, but about a month since, it suddenly fell one third, in consequence of one of the edicts prohibiting the use of inferior cash. The result of the sudden fall in the value of silver was the failure of 20 banks. Lately confidence has been restored, i.e. the counterfeit coin is gradually creeping into circulation and silver is rising in price. In writing of "banks," those of your readers who have never visited this region must not think of such buildings as the Oriental or Hongkong and Shanghai Banks in your settlement, but of a dingy shop from 10 to 80 feet frontage on the street. Inside this shop the assistants, during the not infrequent intervals of money transactions, deal out farthing-worths of tobacco or betel-nut, and sometimes supply benighted travelers with a candle and lantern for the consideration of a halfpenny. The business of selling silver involves as much chaffering as occurs during the sale of fish at Billingsgate; as a rule, however, the language in the cash shops is more polite than that which is usually attributed to the ladies who deal in fish.

The reports of the prospects of the harvest are satisfactory from all quarters, and the grain has somewhat fallen in price. Prices ought all to rise and fall with silver, but in a sudden panic such as I have mentioned the prices of food are not affected.—Shanghai Courier.

ALARMING ACCIDENT ON THE RIVER AT SHANGHAI.

An alarming accident occurred yesterday (Aug. 29th) on the Whangpoo River. The Norwegian steamer *Hakon Adelen*, Captain O. Berg, arrived from Nagasaki in the morning and moored at the China Navigation Company's buoy off the French Bund. She swung to the ebb side and remained in the position until the tide changed between eleven and twelve o'clock. The flood tide then came in with a bore, and striking her on the quarter, carried her astern the river, with her stern towards the French Bund, when her keel apparently took the ground, and the hawser, by which she was made fast to the buoy, gave way. An anchor was immediately lowered, but the tide carried her towards the Bund. Her stern came in collision with the quarter of the steamer *Wanchow*, which was moored alongside one of the China Navigation Company's pontoons—the third one from the *Kin-yeen* wharf—and then the *Hakon Adelen* was broadside on an unusually high and strong flood tide, and being about 250 feet long and drawing 20 feet, the pressure against her to force her up the river can be better imagined than described. Her stern scraped along the side of the *Wanchow*, carrying away the gangway ladder and davit, the awning stanchions, and the bolts over the ports; and then clearing the *Wanchow* she struck the next pontoon, which was a small one, and so bulged in the front that it sank, and the bridges connecting it with the other pontoons also gave way. Next to the sunken pontoon was a large iron one, which the steamer also forced from its position, and then bumped with great violence against the *Kin-yeen* Wharf, at which were moored the China Merchants' Company's river steamers *Kiangching* and *Kiangwan*, the former being nearer the drifting steamer. The tremendous force with which the *Hakon Adelen* struck the wharf is evidenced by the damage done. The end which she struck was considerably damaged and two of the large pontoons were displaced, nearly turned round, while all the connecting bridges were rent asunder and fell into the river. She then drifted up alongside the *Kiangching*, smashing the latter's stem in two or three places and forcing her stern back against the pontoon and the stern of the *Kiangwan*. The latter vessel received the blow remarkably well, it only bulging in one or two of the planks of her bulwarks, while the *Kiangching* had a portion of her bulwarks knocked away entirely. The *Hakon Adelen* remained alongside the *Kiangching* during the afternoon until the turn of the tide, when she was again moored at one of the buoys in the river.

Besides the damage already mentioned, some small native boats at the pontoons came to grief, but what number or the extent of the damage done in this respect could not be ascertained. It was generally believed that no lives were lost, but one native boatman had his right foot badly crushed and his left leg broken.

During the afternoon several foreigners and crowds of natives went to view the scene, and no little astonishment was expressed at the damage done.—N. C. D. News.

THE CAMPHOR TREE IN FORMOSA.
Judging from the following notes on the Camphor Trade in Formosa it is to be feared that unless some measures be taken for the protection of the trees that in a few years the hillsides of Formosa will be as bare of camphor trees as the plain lying between Amoy and Chang-chow once noted as a camphor forest.

As the Camphor monopoly is one of the chief sources of the revenues of the officials in Formosa it is to be hoped that a paternal Government will wake up in time to the danger, and as protective measures might be made not only valuable in the future but profitable to the existing official body in the creation of new offices and the imposition of new imports there seems no inoperable reason why they should not be taken.

Foreigners are not it is true deeply interested for the foreign Camphor Trade in Formosa has never been the source of great profit to those concerned, but in the interest of the island itself and those who are to dwell there in the age to come it is our duty to point out what wider experience has taught us is needed for the prosperity of the future.

Timber of this description abounds in the high ranges of mountains in the centre and North-east coast of Formosa, say between Long, 121, and 112, and Lat. 24 and 25. It is to be found also further South of Lat. 24, but the extraction and utilization

tion is not carried on to any great extent there.

The camphor trees are all in territory occupied by savages, and the production is only carried on by permission of the aborigines in forests lately acquired by Chinese either by force or by treaty with the savages. The pioneers engaged in this trade are chiefly Hak-kas, who have been drafted from South of China to Formosa under colonialization (?) regulations. A junk arrives sometimes with several hundreds of people, men and women, who have chosen their headmen; they are immediately sent up country to the mandarins, and allowed to squat on land bordering the forest country. They squat, and form themselves into a small community and for a time are allowed to act as they like. These are the people, who come into contact with the natives (aborigines) daily, and who are the camphor producers, and acquirers of forest lands, and it is with these sort of hardy and brave pioneers that foreigners would have to deal with, if engaged in the timber trade, or else with the savages themselves. The camphor tree can be found in almost every range, and the aborigines set no value on it at all. The Hak-ka producers are men who do not value their lives, who pass the borderland and are often murdered by the savages whilst in the act of stealing the camphor chips. These men with 20 fires can only produce about 5 to 7 catties per day, and their whole earnings amount to barely the amount obtainable by articles in more civilized districts. They are composed chiefly of members of families residing on the cleared ground which always marks the boundary between savage territory and Chinese, and who have always some ulterior view of taking the neighbouring forest and land. The mode in which they fell the trees is disgraceful and causes great waste. They have seldom any implements, such as axes or saws, and to save the expense of buying such implements, also the trouble of using them, they set fire to the trunk of enormous trees and burn them down, thus destroying the most valuable part of the tree. Often in order to clear a whole side of a mountain they fire it and destroy most valuable timber. No new camphor trees are planted, consequently every tree used is lost forever, and of course in the course of time, the country will be left without any camphor trees in it. In addition to the quantity used for the purpose of extracting camphor, a great deal of camphor wood is brought down to the treaty port of Tamsui for export in the shape of planks. In fact the camphor tree is the most important tree in the island, and on that account some steps for its protection and transplantation ought to be taken by the Government, if the island is to remain perpetually a producing country. In more civilized countries where it formerly abounded, such as in Java and Japan, the trade in camphor and camphor wood has become comparatively insignificant.

In addition to camphor trees there are many other most valuable trees, some 70 specimens in all have been obtained of Formosan timber, and some are most valuable and suitable for all sorts of purposes. Many of the forests are in close proximity to the tributaries of the Tamsui River, and it is chiefly through these streams that camphor and other planks are brought down.

At Soao Bay on the North East Coast within 3 hours walk from Kapsulan, the principal town in the Komolan Ting, there are large forests, and it was here that a saw mill was started in 1865 by foreigners. The difficulties between the timber cutters and the savages put a stop to the enterprise and foreigners withdrew from the undertaking with great loss.

Afterwards, a German merchant tried to renew operations in the same direction, but the troubles with natives and the difficulty of obtaining labourers, who had to fight and work too, caused another collapse, and finally this attempt failed also. The difficulty in establishing a timber trade will be the mode of transit from the forest to the water's edge.

On the East coast of the island where the sides of the mountains are steep and run down to the sea, there will be no difficulty on that score, but if the timber falling is extended inland, and there is no tramway or ways arranged, the trees will remain where they fall, for coolies are unable to move over rough ground or over hill and dale any weight over 2 or at most 3 tons. In the neighbourhood of Soao Bay are hills containing coal, and many of the hills are composed of fine laminated slate suitable for roofs of foreign houses, &c. In the hills and streams it is known there is gold, and the savages of this district are almost harmless, if only dealt fairly with. The cause of all troubles here between Chinese Government agents and savages has been the treachery of the former, who have in many instances invited the savages to meet them and have murdered them when under the influence of drink, or when in their company as guests. Soao Bay has been visited by steamers for many years, and the few rocks in the harbour are well known; it is a half moon shaped and surrounded by hills covered with forests. It is not a large harbour, but 3 or 4 vessels of size of *Gravel* could anchor there at the same time. This place would be the port of Kapsulan, if opened and would assist more than anything to open out and push civilization down the East coast, for with exception of one or two small stations including Keelae and Peelau scarcely ever visited, it is the only one of importance. The forests in rear are known also to contain cinnamon and one or two other spices. A tramway or improved road might easily be made from Kapsulan through the plain to Soao, and goods intended for that port would be forwarded cheaper than over the hills of Tamsui and Keelung.—Amoy Gazette.

EDMUND KEAN AS A STROLLING PLAYER.
The Kembles strolled so did many other famous actors; but none who rose to fame ever tasted the full bitterness and degradation as did Edmund Kean. Once, after walking many miles on his way to an engagement at Brintree, in Essex, he found himself on the Kentish side of the river, without a copper to pay the ferry. With his whole wardrobe tied up in a pocket-handkerchief, slung about his neck, he plunged in and swam across the Thames. Then, dripping wet as he was pursued his journey, at the theatre just in time to dress for "Rolls," which he had in the play that night, but he fainted away in the middle of one of the scenes, and was laid up with ague and fever for some time afterwards. Even more sad was a journey he made from Birmingham to Swansea with his young wife, just about to become a mother. Dressed in blue

from head to foot, with his dark, sharp, resolute face, a black stock and four swords over his shoulder, surrounded by a family band of clothes, he looked like a poor wretched hound. They started on foot with a few shillings in their pockets, and upon arriving at Bristol found themselves penniless. They were obliged to write to the Swansea manager for a loan, which, when it came, was almost entirely swallowed up by the expenses they had incurred while waiting for it. They obtained a passage on board a boat laden with hemp and far as far as Newport. Thence, again, resumed their weary journey. Sometimes they came upon good Samaritans, who would not take their money for the frugal meal they ordered, at other times they met with brutes, who refused a draught of milk to the poor footsore woman who scarcely knew an hour she might not be seized with the pangs of premature maternity. Again we hear of them destitute at Dumfries, announcing an entertainment in a public-house, to a which came one spongy auditor. Then they trudged on with their two children to York, where he became so desperate that he offered to enlist, but was persuaded against it by a good-natured officer. At York, thanks to the aid of a benevolent dancing-master, who gave them a five-pound note and interested himself in procuring patronage for the entertainment, they obtained sufficient money to carry them on to London. But there were some years of struggling still before him ere he attained to that marvellous fame and fortune which so wonderfully contrast with pictures such as these.—Belgravia.

Quotations.

HONGKONG, September 4, 1878.
OPIUM.—New Patna, cash, 612½ a 615 credit, —
Old Patna, cash, 580 a 582½ credit, —
New Benares, cash, — credit, None
Old Benares, cash, 577½ a 580 credit, —
New Malwa, cash, 765 a 765 credit, 765 a 765
Allowance Teles, 12 a 24
Old Malwa, cash, — credit, —
Allowance Teles, —

Exchange.

Bank, on demand, ... 3/8
30 days' sight, ... 3/8
6 months' sight, ... 3/8
Credits, ... 3/8
Documentary, 6 months' sight, ... 3/8
Bombay demand Rupees, ... 224
Calcutta, ... 224
Shanghai, demand, ... 72½
30 days, ... 72½
English Sovereigns, ... 6.35
Discount, ... 8 to 9 %
Bar Silver, 17, dwts. 2, ... 109½
Sycee, ... 8 %
Mexican, ... 1 p.c. pm.
Gold Loan, ... 26.50
Discount, ... 7 a 8

Shares.

Hongkong Bank, 90 p.c. prem.
Union Ins. Society of Canton, \$1,600
China Traders' Ins. Co., \$1,550
Yongtze Ins. Assoc., Tls. 710
Chinese Insurance Co., \$360
North China Ins. Co., Tls. 1,225
H.K. Fire Ins. Co., \$900
China Fire Ins. Co., \$245
H.K. & W. Dock Co., \$34 p.c. prem.
H.K. & W. S. Boat Co., \$15 p.c. prem.
Shanghai Steam Navigation, Tls. 20
China Coast Ste. Nav. Co., Tls. 103
Hongkong Gas Co., \$97½
Hongkong Hotel Co., \$45
China Sugar Refining Co., \$163
Chinese Imperial Loan, \$104.
Do. of 1877, \$108.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises Queen's Road.)

HONGKONG, September 4, 1878.
BAROMETER.—9 A.M. ... 30.056
Do. 1 P.M. ... 30.010
Do. 4 P.M. ... 30.000
THERMOMETER.—9 A.M. ... 90
Do. 1 P.M. ... 92
Do. 4 P.M. ... 91
Do. (Wet bulb) 9 A.M. 81
Do. 1 P.M. 81
Do. 4 P.M. 80
Do. Maximum ... 83
Do. Minimum over night 85

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.—

VESSELS TO ARRIVE.

AT HONGKONG.

When left.	Name.	From.
Dec.		
26, G. B. S.,		Liverpool
Mar.		
28, Oracle,		Liverpool
30, Bristolian (s.),		Antwerp
Apr.		
11, Hamburg,		Hamburg
18, Invaluable,		Penarth
22, India,		Cardiff
May		
1, Ada Melmore,		London
2, Melrose,		Liverpool
6, Imperatrice Elizabeth,		Liverpool
6, Challenge,		Cardiff
8, Napier,		Cardiff
19, Don Quixote,		Penarth
14, Verona,		New York
17, Lord Macaulay,		Hamburg
18, Niagara,		Cathagen
20, Banian,		London
June		
1, Marlin,		London
14, Emily Chaplin,		Cardiff
22, Commissary,		Penarth
26, Underwriter,		Fortress Monroe
28, Melbrek,		London
July		
16, Annie Bow,</		

Mails.



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London direct, Also, Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **KASHGAR**, Captain E. J. BAKER, will leave this on SATURDAY, the 7th September, at Noon.

For further Particulars, apply to A. LIND, Superintendent, Hongkong, August 29, 1878.

Occidental & Oriental Steam Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. "BELLIC" will be despatched for San Francisco via Yokohama, on WEDNESDAY, the 11th September, at 8 p.m., taking Cargo and Passengers to Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 10th September. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on RETURN Passages.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 87, Queen's Road Central, G. B. EMORY, Agent.

Hongkong, August 14, 1878. sc11

Notices of Firms.

NOTICE.

THE Underigned having This Day PURCHASED THE STOCK-IN-TRADE, BOOK Debts and Goodwill of the CHINA DISPENSARY situate at No. 10, Queen's Road Central, will conduct and carry on the said Business (in connection with the VICTORIA DISPENSARY) on his own Account from This Date.

WM. CRICKSHANK.

Hongkong, August 31, 1878.

NOTICE.

THE Interest and Responsibility of Mr EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co.

China, March 8, 1878. sc8

NOTICE.

THE Underigned begs to notify that the MITSUBI BUSSAN KAISHA of Tokio, Japan, has opened a Branch in this Port, and the Underigned has been appointed their Agent in Hongkong.

HEROMICH SUGIO.

Office No. 4, Club Chambers, Hongkong, August 19, 1878. sc19

NOTICE.

THE Interest and Responsibility of the late Mr J. J. DOS REMEDIOS in our Firm CEASED on the 31st July, 1878, Mr AGOSTINHO GUILHERME ROMANO and Mr ALEXANDRE ANTONIO DOS REMEDIOS have This Day been admitted Partners therein.

Our Firm now consists of Mr J. H. DOS REMEDIOS, Mr A. G. ROMANO, and Mr A. A. DOS REMEDIOS.

J. J. DOS REMEDIOS & Co.

Hongkong, August 1, 1878. sc9

NOTICE.

THE Interest and Responsibility of Mr ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.

Hongkong, June 18, 1878. sc18

NOTICE.

THE Interest and Responsibility of the Underigned in the Chinese Mail, 華字日報 (Wah Yee Yat Po), CEASED from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

CHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Underigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOOK CHUN, as Translator and General Manager of the newspaper, which under his new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM.

Lessee of the Hongkong Chinese Mail, Hongkong, April 5, 1878.

Intimations.

AFONG, PHOTOGRAPHER,

by appointment, to H. E. SIR ARTHUR KENNEDY, H. E. ADMIRAL ALFRED P. RYDER, and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

THE above has pleasure to inform the public of Hongkong that he has obtained the assistance of Mr Griffith (for many years manager and principal operator to Mr Saunders of Shanghai), and having carefully arranged the light of his New Studio and secured the newest and best appliances for obtaining the highest excellence in his work, he is now ready to produce all the Latest Novelties in Photography Portraiture.—A large and varied Assortment of Views always ready. Superior Enlargements made at shortest notice.

STUDIO, QUEEN'S ROAD, Nearly opposite The Hongkong Hotel, Hongkong, July 9, 1878.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the SAILOR'S HOME, West Point, Hongkong, July 25, 1878.

To Let.

HOUSE No. 9, Queen's Road Central, with Godowns attached. House No. 7, Caine Road, at present occupied by The Hon. CHUI SHUI. DAVID SASSOON, SONS & Co. Hongkong, September 2, 1878.

To Let.

THE HOUSES on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East.—

FIRST FLOOR and BASEMENT of No. 2, Praya East, either separately, or together, as required, with immediate possession.

HOUSE No. 8, Praya East. The whole House or in Flats, with immediate possession.

As also, SIX SPACIOUS ROOMS, with Corridors and Out-houses in the DWELLING HOUSE, to the Eastward of the Flat at Wanchai. These may be had in Apartments of Two or Three Rooms to suit convenience. Fine spacious Verandah looking on the Harbour. Immediate Possession.

For further particulars, apply to MEYER & Co. Hongkong, August 15, 1878.

TO BE LET. TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to TURNER & Co. Hongkong, August 1, 1878.

TO LET. A THREE-STORY DWELLING HOUSE, No. 113, Queen's Road East (Spring Gardens). Water laid on.

Apply to D. NOWROJEE, HONGKONG HOTEL, Hongkong, July 25, 1878.

TO LET. THREE OFFICES, in Club Chambers, The BUNGALOW, No. 2, Shelley St.

Apply to DOUGLAS LAPRAIK & Co. Hongkong, Aug. 19, 1878.

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament. ESTABLISHED 1809. CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents, Hongkong, July 6, 1878.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Underigned having been appointed Agents in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings, or on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

MEYER & Co. Hongkong, August 18, 1878.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company, Hongkong, October 27, 1878.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents, Hongkong, July 6, 1878.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Underigned having been appointed Agents in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings, or on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

MEYER & Co. Hongkong, August 18, 1878.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company, Hongkong, October 27, 1878.

INSURANCES.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE) CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on Board Vessels, and on Hulls of Vessels in Harbours, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department. Policies at current rates payable either here, in London or at the principal Ports of India, China, and Australia.

Fire Department. Policies issued for long or short periods at current rates. A discount of 20 % allowed.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co. Hongkong, October 14, 1868.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRY, Secretary. Hongkong, November 1, 1871.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up—Tls. 420,000 PERMANENT RESERVE—250,000 SPECIAL RESERVE FUND—104,000

Total Capital and accumulations this date—Tls. 754,000

Directors: F. B. FORBES, Esq., Chairman. M. P. EVANS, Esq. C. LUGAS, Esq. C. KREBS, Esq. W. MEYERINK, Esq.

Secretaries: Messrs. RUSSELL & Co., Shanghai. Messrs. BARKING BROTHERS & Co. London Bankers.

Agencies in: HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12 % for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents, Hongkong, May 10, 1878. sc1

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents, Hongkong, April 17, 1878.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20 % on the Premium.

NORTON & Co., Agents, Hongkong, January 1, 1874.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works. 2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier. 8. From Pier to East Point.

Albay	5 h	F. Ashton	Brit. str.	366	Sept. 1	Douglas Lapraik & Co.	Holhow	To-morrow
Belgio	5 c	Meyer	Brit. str.	2652	Aug. 17	O. & S. S. Co.	Y'ama & S. F. de	11th inst.
Bombay	2 b	W. H. S. Co.	Brit. str.	749	Aug. 12	Kwok Acheong		
China	4 c	Juchussgarl	Span. str.	250	Aug. 26	Russell & Co.		
China	4 c	Alderton	Brit. str.	1086	Aug. 27	P. & O. S. N. Co.		
Commonwealth	4 c	Ackermann	Ger. str.	648	Sept. 1	Slomson & Co.		
Fama	5 c	Stapani	Brit. str.	1401	Aug. 30	Meyer & Co.		
Glenfalus	5 c	Wilton	Brit. str.	117	Aug. 30	H. K. & W'poo Dock Co.		
Japan	5 c	Wilton	Brit. str.	1366	Sept. 2	Jardine, Matheson & Co.		
Kashgar	5 c	Smith	Brit. str.	1866	Sept. 2	David Sassoon, Sons & Co.		
Klenchow	2 h	Baker	Brit. str.	1515	Sept. 4	P. & O. S. N. Co.		
Killamey	5 c	O'Neill	Brit. str.	1080	Aug. 30	Kwok Acheong		
Kwangtung	5 c	Punchard	Brit. str.	1080	Aug. 30	Kwok Acheong		
Lorne	5 c	McClulloch	Brit. str.	675	Sept. 1	Douglas Lapraik & Co.		
Mayenne	4 c	Yin Chun Yen	Anna, str.	1035	Sept. 2	Butterfield & Swire		
Mecca	5 h	Morley	Brit. str.	678	Aug. 26	Geo. R. Stevens & Co.		
Menmuir	4 c	Darke	Brit. str.	1247	Aug. 29	Gibb, Livingston & Co.		
Namoa	5 h	Westoby	Brit. str.	862	Sept. 4	Douglas Lapraik & Co.		
Pasada	5 c	Parker	Brit. str.	606	June 28	Kwok Acheong		
Pernambuco	5 c	Cain	Brit. str.	626	Sept. 2	Moody & Co.		
Quarta	5 c	Hyde	Brit. str.	648	Aug. 29	Melchers & Co.		
Rajasthanian	4 c	Haye	Ger. str.	791	Aug. 28	Melchers & Co.		
Sea Gull	3 h	Hopkins	Brit. str.	983	Sept. 1	Boey Shing		
Sunda	5 h	Roberts	Amer. str.	48	July 18	W. H. S. Co.		
Thales	5 h	Reeves	Brit. str.	1029	Aug. 20	P. & O. S. N. Co.		
Yungching	4 h	Pocock	Brit. str.	809	Aug. 27	Douglas Lapraik & Co.		
		Wallace	Chl. str.	730	Sept. 4	C. M. S. N. Co.		
Sailing Vessels								
Albert Russell	3 c	Carver	Amer. bge.	762	July 15	Vogel, Hagedorn & Co.	Yokohama	Mails
Albany's Isle	2 h	Burgess	Brit. bge.	360	Aug. 10	Rozario & Co.	Shanghai	To-day
Alvira	3 h	Colo	Brit. bge.	398	Aug. 16	Chinese		To-morrow
Angostura	3 h	Souza	Port. sh.	631	July 16	Cardoso & Co.	New York	Cleared
Arbia	4 c	Boysen	Ger. bge.	418	Aug. 31	Cardowits & Co.	Manila	
Aristide	5 c	Klaenfoth	Brit. sh.	1188	Aug. 31	Vogel, Hagedorn & Co.	Callao	
Athene	3 h	Lahaye	Fch. bge.	389	Sept. 4	Cardowits & Co.	New York	
Balcary	4 c	Findlay	Brit. bge.	605	July 15	Olyphant & Co.	London	
Benefactor	3 h	Kimmond	Brit. bge.	476	Aug. 22	Stiemssen & Co.		
Bertie Bligh	4 c	Raymond	Amer. bge.	696	Aug. 2	Russell & Co.		
Carl Ritter	5 h	Jagson	Brit. sh.	1142	July 29	Meyer & Co.		
Catharina	4 c	Schulz	Ger. bge.	596	Aug. 19	Stiemssen & Co.		
Centennial	5 c	Barne	Amer. sh.	1286	Aug. 21	Edward Schellham & Co.		
Charlotte Andrews	5 c	Place	Brit. bge.	355	June 19	Russell & Co.		
Coeran	3 h	Brit.	bge.	355	June 19	Rozario & Co.		
Corduan	1 h	Bertaud	Fch. bge.	489	Aug. 19	W. H. S. Co.	Portland (Oregon)	
Corrientes	4 c	Jones	Brit. bge.	689	Aug. 19	Remedios & Co.	Melbourne & Sydney	
Coamo	4 c	Laverick	Brit. sh.	1320	Sept. 1	Olyphant & Co.	Hilo	Cleared
Darmouth	5 c	Robertson	Brit. bge.	915	Aug. 8	Vogel, Hagedorn & Co.		
Dharwar	5 c	Frederick	Brit. sh.	1900	Aug. 17	Gibb, Livingston & Co.		
Dirigo	3 c	Staples	Amer. bge.	884	Aug. 14	Vogel, Hagedorn & Co.	Singapore	
Dirigo	3 c	Fondal	Ital. bge.	648	July 14	Vogel, Hagedorn & Co.	Hamburg	
Florence Nightingale	3 c	Molayre	Brit. bge.	484	Sept. 2	Musso & Co.	San Francisco	
Formosa	3 c	Schwee	Ger. sm. co.	282	Sept. 2	Arnold, Karberg & Co.	Newchwang	
Forward	4 c	Vandervord	Brit. bge.	744	Sept. 11	Melchers & Co.		
Franklin	4 c	Bruneau	Fch. bge.	563	Aug. 11	Rozario & Co.		
Glamorganshire	4 c	McKachern	Brit. bge.	456	Aug. 2	Meyer & Co.		
Glory	2 h	Buckett	Slam. bge.	427	Aug. 19	Borneo Co., Limited		
Golden Spur	4 c	Farrell	Brit. sh.	666	Sept. 4	Chinese	Quinhon	Cleared
Goliath	4 c	Denizan	Slam. bge.	542	July 11	Chinese	Nagasaki	
Hansa	4 c	Deneken	Ger. bge.	489	Aug. 28	Wiesler & Co.		
Highlander	4 c	Hutchinson	Amer. sh.	1862	June 19	Captain		
Hotspur	3 h	Shaw	Brit. bge.	822	Sept. 3	Rozario & Co.		
Hotspur	3 h	Scott	Brit. bge.	548	Aug. 29	Kin-tye-loong		
Hotspur	3 h	Rogers	Amer. sh.	1470	July 22	Russell & Co.		
Hotspur	3 h	Pittman	Brit. bge.	1122	Aug. 26	Meyer & Co.		
Hotspur	3 h	Hudson	Amer. bge.	880	July 22	Vogel, Hagedorn & Co.	San Francisco	
Hotspur	3 h	Pateon	Fch. bge.	416	July 22	Vogel, Hagedorn & Co.	New York	
Hotspur	3 h	Gunner	Ger. bge.	515	Aug. 23	Vogel, Hagedorn & Co.	Honolulu	
Hotspur	3 h	Schukwoldt	Ger. bge.	358	Sept. 3	Wiesler & Co.	Shanghai	
Hotspur	3 h	Ellis	Brit. sh.	1500	Aug. 22	Messageries Maritimes	Tientsin	
Hotspur	3 h	Klath	Ger. bge.	488	Aug. 22	Meyer & Co.		
Hotspur	3 h	Dexter	Brit. sh.	1174	Aug. 11	Meyer & Co.		
Hotspur	3 h	Phinley	Brit. sm. co.	297	Aug. 11	Olyphant & Co.		
Hotspur	3 h	Bluet	Brit. bge.	621	Aug. 1	Gibb, Livingston & Co.		
Hotspur	3 h	Nichol	Brit. bge.	549	May 29	Vogel, Hagedorn & Co.	Wellington, N.Z.	Cleared
Hotspur	3 h	Worington	Brit. bge.	549	July 29	Melchers & Co.	London	
Hotspur	3 h	Jarek	Slam. bge.	435	Aug. 11	Kin-tye-loong		
Hotspur	3 h	Hineabring	Slam. bge.	432	Aug. 6	Chinese		
Hotspur	3 h	Bowdoin	Amer. sh.	930	Aug. 8	Lee Hee Lee		
Hotspur	3 h	Welt	Amer. sh.	1393	Aug. 21	Captain		
Hotspur	3 h	Swed	Swed. bge.	455	Aug. 29	Captain		
Hotspur	3 h	Ditchburn	Brit. bge.	812	May 16	Vogel, Hagedorn & Co.		
Hotspur	3 h	Williams	Amer. bge.	702	May 12	Vogel, Hagedorn & Co.	San Francisco	
Hotspur	3 h	French	Brit. sh.	1161	May 27	Vogel, Hagedorn & Co.	New York	
Hotspur	3 h	Binge	Ger. bg.	210	Sept. 2	Vogel, Hagedorn & Co.	San Francisco	
Hotspur	3 h	Hughes	Amer. sh.	1129	Sept. 4	Wiel & Co.	Tientsin	
Hotspur	3 h	Ludley	Brit. bge.	570	Aug. 28	Naval Storekeeper		
Hotspur	3 h	Levey	Fch. bge.	590	Aug. 7	Carlowitz & Co.		
Hotspur	3 h	Anderson	Brit. bge.	1101	Sept. 2	Messageries Maritimes		
Hotspur	3 h	Dixon	Amer. sh.	1090	Sept. 6	Russell & Co.		
Hotspur	3 h	Armstrong	Amer. sh.	1117	July 15	Russell & Co.		
Hotspur	3 h	Stapledon	Brit. sh.	687	Aug. 4	Stiemssen & Co.	New York	
Hotspur	3 h	Golder	Brit. bge.	1287	Aug. 19	Vogel, Hagedorn & Co.		
Hotspur	3 h	Sachan	Ger. bge.	948	June 19	Olyphant & Co.		
Hotspur	3 h	Ribeiro	Port. bge.	488	Aug. 23	Wiesler & Co.		
Hotspur	3 h			402	Aug. 7	Remedios & Co.		
Mead	Brit. bge.			296	Aug. 20	Wiesler & Co.	Shanghai	
Peters	Brit. str.			614	Sept. 4	Stiemssen & Co.	Tientsin	
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